

# TITANIC EXPERIENCES TOLD BY SURVIVORS

## ASTOR PROVED A HERO

NEW YORK, N. Y., April 19. — A fine act of heroism by Colonel John Jacob Astor was told today by George A. Hardy of Brooklyn, who survived the disaster. "When Colonel Astor had assisted his faithful young wife and her maid into a lifeboat he tried to put in a boy, but the sailors refused to let him in, saying that the room then was only for girls children. Col. Astor then picked up a woman's hat from the deck and placed it on the boy's head and brought him back to the boat," he said.

"Here, little girl, climb in," and the officers of the ship let the boy through. As the boat was lowered away Colonel Astor stood on the deck waving goodbye.

"I still refuse to believe that my father is dead," was the emphatic declaration today of Vincent Astor, son of Colonel John Jacob Astor. "I still believe he has a chance to have been picked up by one of the many boats that searched the scene of the disaster."

## HOW WOMEN WERE SAVED FROM SEA

NEW YORK, N. Y., April 19. — Chas. Herbert Lightholder, second officer of the Titanic, on the stand today told a graphic story. Lightholder said he understood the maximum speed of the Titanic was shown by its trial tests to have been 23½ to 25 knots an hour. Senator Smith asked if the rule requiring life-saving apparatus to be in each room for each passenger was complied with.

"Everything was complete," said Mr. Lightholder.

"Sixteen lifeboats, of which four were collapsible, were on the Titanic," he added. "During the tests," he said, "Captain Clark of the British Board of Trade was aboard the Titanic to inspect the life-saving equipment."

"How thorough are these captains of the Board of Trade in inspecting ships?" asked Senator Smith.

"Captain Clark is so thorough that we called him a nuisance," Lightholder said he was in the sea with a life belt on for one hour and a half.

**On Board When Ship Sank.**

"What time did you leave the ship?" "I didn't leave it."

"Did it leave you?" "Yes, sir."

"Where were you when the Titanic sank?" "In the officers' quarters."

Senator Smith asked what was the last order he heard Captain Smith give.

**When the Ship Went Down.**

"When I asked if I should put the women and children in the boats," replied Lightholder, "he responded, 'Yes, and lower away.'"

"What did you do?" "Obeyed orders."

"The last boat to put off, a float collapsible, was the one on top of the officers' quarters," Lightholder said. The men dumped it on deck and waited for the water to float it off. Once at sea it upset. The forward funnel fell into the water, just missing the raft and overturning it. The funnel probably killed persons in the water.

"This was the boat I eventually got on," declared Lightholder. "No one was on it when I reached it. Later about thirty men clambered out of the water on to it. All had on life preservers."

## WOMEN ROWERS NERVED TO WORK

NEW YORK, April 19. — Mrs. C. F. Crane of Fort Sheridan, Ill., a passenger on the Carpathia, gave a graphic account of the Carpathia's thrilling race with death. She said when news of the disaster became known scores of passengers lined the deck watching for the first sight of the Titanic.

"With the aid of powerful glasses," Mrs. Crane said, "We soon sighted the lifeboats. The first to come into view was 'manned' by women. Passengers and seamen on the Carpathia were stunned."

"She has sunk," said an officer of the ship who stood near me.

"I then realized for the first time that many lives had been lost."

"As the Carpathia slowed up the women at the oars of the first boat did not seem to be the least bit excited. They were taken on board and their calmness was remarkable. Not one of the women was crying and not one of them showed any nervousness."

"It was a remarkable thing the calmness of these women. Some were thinly clad, while others were dressed in evening gowns. Other ladies had come from the hotel where they were staying from bed to look at the disaster. The women in the boats were too dazed to realize their situation. Some of the boats were only half filled and the men who had been rowing were completely exhausted."

"When all the boats had been picked up and there were no others in sight the first burst of grief was heard."

## WOMAN SAYS ISMAY CARED FOR BEFORE WOMEN

NEW YORK, N. Y., April 19. — Mrs. Lucien P. Smith, daughter of Representative James Hughes of West Virginia, who was returning on the Titanic from her honeymoon and now is a wife, was under a nurse's care today. She told the story of the Titanic disaster as she told it to her father, and the story bore eloquent testimony to the heroism displayed by her husband and Edgar J. Meyer, who remained on the sinking ship with him and found his grave in the ocean.

There was one thing that Mrs. Smith could neither forget nor forgive, and that was the fact that the boat into which she had been put with Mrs. Edgar J. Meyer contained 23 women and only one man, and that, although there was room for at least 20 more passengers, neither her husband nor Meyer was put into the boat.

"Fortunately for us there were two English women who understood the handling of oars. Four of us rowed while a sailor steered and we went some distance away from the Titanic."

"Our boat left the Titanic at about 12:30 o'clock and up to that time everything seemed calm and orderly on board except that there was no system in the manning of the lifeboat."

"When we were taken on board the Carpathia I watched Ismay getting on board. He was taken to a special stateroom and every attention was given to him while the women had to wait. There was even a note on his stateroom reading, 'Please don't disturb,' while stewards exerted themselves to be of service to him. Meanwhile I had to sleep for a time on the floor in a passageway."

Mrs. Smith is only 18 years old and her husband was 24.

## HORRIBLE CONFUSION WHEN TITANIC STRUCK ICEBERG

NEW YORK, N. Y., April 19. — First details of the loss of the Titanic told by survivors who arrived here tonight on board the Carpathia described the scenes of horror which followed the crash with the iceberg. Hurled from their beds by the terrific impact, amid the rending of steel plates and the splintering of steel girders, they rushed on deck to meet the officers and crew already lowering the lifeboats.

"Get into the lifeboats! Never mind your clothes and valuables!" This was the order that met scores of half-clad women.

"The Titanic is doomed! It may sink inside of fifteen minutes!" was all they were told. A shouting, frantic, fear-crazed crowd poured from the staterooms and rushed frantically for the boats, only to be driven back by the remnants of the shattered crew, 200 of whom already were crushed to death as they stopped in the bows of the huge steamship. Forward the vessel was a mass of splintered steel and pieces of ice which fell upon the decks.

Hurriedly the second, third, fourth and fifth officers were told off to command the first of the lifeboats lowered. Men crowded forward to be the first to leave, but the cry went up: "Women and children first! Shoot any one attempting to crowd them out!"

Awed by the threat the fear-stricken mob fell back and the officers picked out the women and thrust them into the first of the lifeboats. Enough men were chosen to man the oars.

No survivors can question the courage of the crew, hundreds of whom gave their lives with a heroism which equaled, but could not exceed, that of Major Archie Butt, Henry H. Harris, Jacques Futrelle, and others in the long list of first-class cabin passengers.

## MRS. KATE HENRY FORGIVES PAST OF JOYNER AND BECOMES BRIDE

Mrs. Kate Voorhies Henry of San Francisco, well known in Honolulu society, and a close personal friend of Princess Kawannakoa, will shortly be married to Sterling Joyner, a noted engineer of New York. Such is the information that has reached Mrs. Henry's friends here. In fact, the marriage ceremony may have been performed before this time, as Joyner was to have arrived in San Francisco some time while the mails from the coast were on their way here.

A San Francisco paper publishes the following:

"Mrs. Katherine Voorhies Henry, long prominent in the 'Greenway set,' the 'southern set' and other grand divisions of society, is busy planning for her marriage to Sterling Joyner, the New York engineer whose achievements have won him distinction in America and South Africa, and who is chairman of the New York State Panama-Pacific exposition committee."

The marriage will be celebrated, Mrs. Henry said yesterday, as soon as Joyner arrives from New York. She understood that he had left there yesterday.

The marriage will be celebrated, Mrs. Henry further said, in spite of the stories she had heard about her fiancé, ignores the past.

"We are to be married very soon," said Mrs. Henry. "Mr. Joyner is a single man, a bachelor. Yes, I heard that he was in California a year ago with a woman who was then understood to be his wife. I have been told that she was his wife, but this I know to be untrue. In fact, he told me about that affair himself. It is over now, and I shall not hold him responsible for what he may have done in the past. It was all over before I met him."

"I was introduced to him by mutual friends, and I know his standing is very high in New York. The woman supposed to be Mr. Joyner's wife, I understand, is a very refined woman, a married woman."

Mrs. Henry admitted that her friends had advised her to be cautious, but she said she was satisfied that all those matters were of the past.

When asked if she had heard that there was a supposition that Mrs. Joyner was living at 101 Berkeley Place, New York, Mrs. Henry said it was not true. "This other woman is now in Portland," she said.

Mrs. Henry acknowledges the truth of the observations made by Woodrow Wilson at the Fairmont Hotel banquet that "many men when away from their homes have a temporary adjournment of their standards."

**The New Yorker's View.**

"Yes, that is quite true," she said. "A New York man, when he comes to California, thinks he is coming to the end of the earth and out of civilization and you know he might prepare for what he believes to be the situation," she explained. "A man who is not married, who has no responsibilities, may depart from certain standards which others accept. Of course, there are men who are as strict in their conduct as is a good woman, but for the most part men are more careless or careless in such matters."

"Mr. Joyner explained the circumstances to me frankly, as he said that it might come to me in the way of scandal, and I do not think that I should hold him responsible for what happened in his life before we met."

Mrs. Katherine Voorhies Henry is one of the handsome women of San Francisco society. She is the daughter of the late Dr. Alfred Hunter Voor-

## SCOTT'S AID, ILL. HAULED ON ICE BY COMPANIONS

Lieutenant Evans Seized With Scurvy While In South Polar Regions.

LONDON, Eng., Apr. 2. — How Lieutenant Evans of Captain Robert F. Scott's exploring party struggled toward the South Pole day after day, although seriously ill with scurvy, and finally was dragged on a sledge by two companions until a physician was reached, is related in the second installment of Captain Scott's story, published here.

A party consisting of Lieutenant Evans and Messrs. Ashby and Green, separated from Captain Scott at 87 degrees 25 minutes and returned. Captain Scott and his men were then very fit and were confident of reaching the pole. The Evans party was hindered for three days by a blizzard, and were obliged to make a detour from the food depot near Mount Darwin, but this they did not regret.

"They descended to lower down. Glacier easily, often sliding down, but half way down they were held up by fog among dangerous ice falls and crevasses, and it took them two days of hard work to get out. During the succeeding 300 miles nothing happened, but at 80 degrees and 43 minutes Lieutenant Evans was taken sick with scurvy. The smallness of the party compelled him to struggle on in spite of the pain and difficulty for four days. Dragged on a Sledge.

He was then completely disabled, and his two companions dragged him on a sledge for four more days, when a snowfall made any further movement impossible. Lieutenant Evans became worse, and Green started alone to reach a hut 30 miles distant. He reached there in 18 hours in a completely exhausted condition.

Representative Martin of Colorado introduced a resolution proposing an investigation of the smelter trust.

## WOMEN WATCHED MALE COWARDS SHOT DOWN

NEW YORK, N. Y., April 19. — Dazed, yet nerved to the highest pitch by the ordeal through which they were passing, women survivors of the Titanic were calm and apparently unafraid when the Carpathia reached the scene of the disaster. Some of the lifeboats were being rowed by women when Captain Rostron, who had kept an all-night vigil on the bridge, first sighted them splashing about among the icebergs.

Lady Cosmo Duff-Gordon, who left in one of the last of the Titanic's boats, said that the panic had begun to seize some of the remaining passengers by the time her boat was lowered away.

"Every one seemed to be rushing for that boat, nearly the last of all. A few men crowded in and were turned back at the point of Captain Smith's revolver. Several were felled before order was restored."

**Man Is Shot.**

"I recall that I was pushed along toward one of the boats and helped in. The boat was lowered part way down the davits. Just as we were about to clear the ship a man made a rush to get aboard and was shot. He apparently was killed instantly and his body fell into the boat at our feet. No one made an effort to remove the body, and it remained beneath our feet until we were picked up by the Carpathia."

"I saw bodies in the water in all directions. The poor souls could not have lived long, for the water was terribly cold."

That all possible means were taken to prevent the male passengers on board the Titanic from going away in lifeboats and leaving the women and children to perish is the statement of Miss Lily Benham of Rochester, N. Y., a second-class passenger, who said she saw shots fired at men who endeavored to get away.

"I had not been in bed half an hour," said Miss Benham, "when the steward rushed down to our cabins and told us to get on our lifeboats and come on deck. We were thrown into lifeboats. As soon as the men passengers tried to get to the boats they were shot at. I do not know who did the shooting."

**Baby Mutilated.**

"There was a baby in the boat with one of the women. The baby's hands had been cut off. I think it was still alive. The mother did not give it up. During the night when waiting for the Carpathia four of the crew died in the boat and were thrown overboard. It was bitter cold and we had to wait till 8 o'clock in the morning before being taken off by the lifeboats of the Carpathia."

Mrs. Alexander T. Compton and her daughter, Miss Alice Compton, of New Orleans, two of the Titanic's rescued passengers, reached New York prostrated by the loss of Mrs. Compton's son, Alexander, who went down with the big liner.

**Don't Realize Danger.**

"We waved good-bye to my son," said Mrs. Compton. "We did not realize the great danger, but thought we were only being sent out in the boats as a precautionary measure."

"When Captain Smith handed us life preservers he said cheerily, 'They will keep you warm if you do not have to use them.' Then the crew began clearing the boats and putting the women into them."

Mrs. John Murray Brown of Acton, Mass., who with her sisters, Mrs. Robert C. Cornell and Mrs. E. D. Appleton, were saved, was in the last lifeboat to get away safely.

"The band played, marching from deck to deck," Mrs. Brown said. "The musicians were up to their knees in water when I last saw them. We offered assistance to Captain Smith of the Titanic when the water covered the ship, but he refused to get into the boat."

**Colonel Astor Waits in Lifeboat with his sister, Mrs. Cornell.** I heard Colonel Astor tell her he would wait with the men."

"We floated around a half-mile or so from the scene of the disaster for four hours before we were picked up by the Carpathia," she said. "I was in bed when the crash came. By the time I was dressed everything seemed quiet and I lay down in my berth again, assured that there was no danger. I arose again at the summons of a stewardess. There were very few passengers on the deck when I reached there. There was no panic, and the discipline of the Titanic's crew was perfect."

## MAJ. BUTT BRAVE TO END

WASHINGTON, D. C., April 19. — A graphic story of the heroism of Major Archibald Butt on the Titanic was told today in an interview given to the Washington Star's staff correspondent in New York by Miss Mary E. Young, a former resident here.

Miss Young, believed to have been the last woman to leave the Titanic, and Major Butt had long been friends, Miss Young having been a special music instructor to the children of former President Roosevelt. Miss Young said:

"The last person to whom I spoke on board the Titanic was Archie Butt and his good, brave face, smiling at me from the deck of the steamer, was the last I could distinguish as the boat was in pulled away from the steamer's side."

"Archie himself put me into the boat, wrapped blankets around me and tucked me in as carefully as if we were starting on a motor ride. He entered the boat with me, performing the little courtesies as calmly and with as smiling a face as if death was far away, instead of being but a few moments removed from him. When he had carefully wrapped me up, he stepped on the gunwale of the boat, and, lifting his hat, smiled down at me."

"Goodby, Miss Young," he said bravely and smiling. "Luck is with you. Will you kindly remember me to all the folks back home?"

"Then he stepped to the deck of the steamer and the boat I was in was lowered to the water. It was the last boat to leave, of this I am perfectly certain. And I know that I am the last of those who were saved to whom Archie Butt spoke. As our boat lowered and left the side of the steamer Archie was still standing at the rail, looking down at me. His hat was raised and the same old, genial, brave smile was on his face. The picture he made as he stood there, hat in hand, brave and smiling, is one that will always linger in my memory."

## HUNTING SWORDFISH

John was noted among his mates for his eyesight. The skipper could tell you of incredible distances at which John could see a fin, and even pick out a swordfish's fin from a shark's. There is a difference of course. A shark's fin is largely triangular, and a swordfish's fin is a long, thin, blade-like shape. There is a difference of course. A shark's fin is largely triangular, and a swordfish's fin is a long, thin, blade-like shape. There is a difference of course. A shark's fin is largely triangular, and a swordfish's fin is a long, thin, blade-like shape.

On the afternoon of that morning which saw us among the fleet we sighted fish. A cry came from aloft. The skipper stood up and unslipped his long pole. Norman's back stiffened on the wheel-box. Bill came out of his trance, looked aloft and shifted his gaze to forward. The bright, bald head of the cook shone up the fore-castle hatch, and then up came himself, smoking tranquilly. He cast a peep aloft, said "Fish-h!" and stepped on to the deck.

"Fair abaft to leeward!" John called, and Norman, with eyes on the compass, put the wheel up. The passenger was looking hard, but as yet could see nothing—nothing but the corners of a million little wavelets, which might have been fish, but which he knew were not. The skipper, erect now, was balancing his pole, but without looking at it. His eyes were for fish only.

"Hard up!" came John's voice, and we all could see it swooping through the water, the curved fin and the tail moving steadily after it, and judging by the distance between tail and fin, a fair-sized fellow. Our bow was swinging into line with him. Norman, at the wheel, could see nothing. "Steady!" called John. The swordfish was yet some distance ahead.

The skipper was swaying from the waist. A big-boned, rangy man the skipper, more than six feet high and wide-shouldered, with a good reach and a muscular back. He lifted his pole—a week now since he had ironed a swordfish—and looked back to see that all was clear behind him. From his iron 50 fathoms of line ran back to a tub in the waist of the vessel. To the end of that line was a black-and-white painted buoy. Looking after line and buoy was the cook's business; and now the cook, interpreting the skipper's look, sang out, "All clear!" and stowing his pipe in his stern pocket, stood by the tub.

We were within half the vessel's length of our fish when he disappeared. "Port!" called John, and port it was promptly. "Steady—ste-a-dy! Lard, man, steady!" We could not see the fish from the deck, but they from the masthead could follow his course under water.

Demand for increased pay have been made upon the master builders by the New Haven Carpenters' Union.

## MRS. WIDENER TELLS STORY

PHILADELPHIA, Pa., April 19. — In describing her experience in the sinking of the Titanic, Mrs. George D. Widener, whose husband, a well-known financier of this city, and their son were drowned, said she saw Captain Smith jumping from the bridge into the sea and that a moment previous she had seen another officer turn a revolver upon himself and send a bullet through his brain.

"My husband and I had retired to our cabin for the night," she said, "when the shock of crashing into the iceberg occurred. We thought little of it and did not leave our cabin."

"We must have remained there an hour before becoming fearful. Then Mr. Widener went to our son Harry's room and brought him to our cabin. A short time later Harry went to the deck and hurried back and told us we must go on deck."

"Mr. Widener and Harry a few minutes later went on deck and aided the officers, who were then having trouble with those in the steerage. That was the last I saw of my husband or son."

"I went on deck and was put into a lifeboat. As the boat pulled away from the Titanic I saw one of the officers shoot himself in the head and a few minutes later saw Captain Smith jump from the bridge into the sea."

Mrs. Widener is at her home at Elkins Park, Pa., near here. The entire Widener family, which is among the most prominent in Philadelphia's financial and social circles, is overcome by the disaster. The family has received messages of sympathy from all parts of the world.

## DENVER WOMAN GRILLS OFFICERS FOR BRUTALITY

NEW YORK, N. Y., April 19. — A story shockingly brutal in contrast with the tales of heroism and sacrifice that have come from the Titanic disaster was told this evening by Mrs. J. J. Brown of Denver, one of the survivors.

Colonel Astor and leader Straus and Mrs. Straus would have been saved had it not been for the officer in command of the first lifeboat which left the doomed ship, said Mrs. Brown.

In addition to this, she accuses the officer of having made Mrs. Astor row the lifeboat for two hours. She said she was compelled to handle the oars herself for four hours.

**Snear Cast at Women.**

"We'll teach these rich Yankees' wives we're running things," the officer sneered, she said, when the women in the boat pleaded with him to save a man who was drowning close to the boat and he refused.

The lifeboat was cast off with several of its seats unfilled. Mrs. Brown declared, but several of the passengers were given a place in it. After the boat had been rowed some distance from the sinking Titanic a man was seen struggling in the water, a few feet away.

The passengers begged the officer to stop and pick up the man. He refused and ordered the men to keep on rowing.

"Save him or we will throw you overboard!" one of the passengers shouted, and the others in the boat took up the cry, with such effect that the officer ordered the men to turn about and try to rescue him. When the boat reached the spot where the man was had seen he had disappeared.

**Women Ordered to Row.**

After the Titanic had sunk the officer started to bulldoze the women, Mrs. Brown says, and commanded them to man the oars.

"I rowed until my arms ached as though they would fall off," she continued. "It must have been fully four hours. Mrs. Astor was compelled to row, too. She was rowing about half as long as I was."

"I am willing to go before the Senate investigating committee and testify to all that I have said," she concluded. "Hundreds of lives were sacrificed needlessly in this disaster, and I, for one, am eager to see justice done."

The Barrington cotton mills, at Great Barrington, Mass., announce an advance of wages for the weavers to take effect immediately.

## Symphony Concert HONOLULU SYMPHONY SOCIETY

TUESDAY EVENING, MAR. 7  
Reserved Seats, \$1, 75c and 50c. On sale Monday, April 29, at the Box Office of the Orpheum Theater, Hotel Street.